

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,399 號玖拾玖百叁千叁萬壹第 日壹初月正年柒十二緒光 HONGKONG, TUESDAY, FEBRUARY 19TH, 1901. 式拜禮 號玖十月式年壹零 九千壹萬陸港香 PRICE, \$2½ PER MONTH

## HIGH CLASS PORT WINES

A SPECIALITY.  
**A. S. WATSON & CO., LIMITED,**  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841. [a1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
47

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**  
This World-renowned.  
Fine Old HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
**SIEMSEN & CO.**  
Hongkong, 26th July, 1897. [a149]

**CUTLER, PALMER  
& CO.'S**  
PRICE \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a148]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 7.30 p.m. Every ten minutes  
7.30 p.m. to 8.45 p.m. Every fifteen minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Near to 2 p.m. Every quarter of an hour  
2.30 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 35 & 40, Queen's Road Central.  
**JOHN D. HURLEY & SONS,**  
General Managers.  
Hongkong, 2nd February, 1901. [a2550]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Exchanging a speciality.  
**MCKIRDY & CO.,**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [a2509]

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 37½ lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 2nd July, 1900. [a3102]

**WILLIAM MACLEOD, D.D.S.,**  
DENTIST.  
BRACONFIELD ARCADE.  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [a176]

**RUINART PERE & FILS, REIMS**  
Established 1718  
**CHAMPAGNE GROWERS AND**  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
**LAUTS, WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1895. [1521]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG. [a14]

## THE VICTORIA DISPENSARY HONGKONG.

**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

## RACING SEASON.

SADDLES (FROM 12 OUNCES UPWARDS).  
WHIPS, SPURS,  
GIETHS, SURCINGLES.  
NUMNAHS.  
WEIGHT CLOTHS, STIRBUP WEBS AND LEATHERS.  
HORSE CLOTHING.

TIES FOR BOWS OR KNOTS.

**LANE. CRAWFORD & CO.** [a38]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**  
Distinguished by 4 Stars on the label.  
**ANOTHER FINE COGNAC, \$16.75 per doz.**  
Less old than the above.

**DOURO PORT,**  
**\$14.25 PER DOZ.**  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
**\$20 PER DOZ.**  
**LA TORRE SHERRY,**  
**\$16.75 PER DOZ.**  
A natural and most pleasant wine to the taste.

**BLENDED WHISKY,**  
**\$10.75 PER DOZ.**  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.** [a147]

**BENEDICTINE LIQUEUR—**  
**D.O.M.,**  
**\$39.75 PER DOZ.**

**AGENTS—SIEMSEN & CO., HONGKONG.** [a147]

## AQUARIUS.

PURE, TREBLE-DISTILLED TABLE WATER.

PER 1 DOZEN QUARTS ..... \$2.50  
PER 1 DOZEN PINTS ..... \$1.75  
Emptyes are allowed for at the following rates when returned:—  
QUARTS ..... \$1.00 PER DOZEN.  
PINTS ..... \$0.75 PER DOZEN.

SOLE AGENTS—  
**CALDBECK, MACGREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 11th February, 1901. [a140]

## WINTER SEASON.

WOOLLEN UNDERWEAR, KID AND KNITTED WOOL GLOVES, WHITE AND  
COLOURED SWEATERS, and KNICKER HOSE.

**COTTAM & CO.,**  
UNDER HONGKONG HOTEL. [a41]

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**

SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS.  
HONGKONG. [a43]

## BORDEAUX BREAKFAST-CLARET.

	1 Doz.	2 Doz.
ST. GEORGES	3.75	7.50
CEU WYNBRON	4.50	9.00
ST. ESTEPHE	4.50	9.00
ST. EMILION	4.50	9.00
MEDOC	5.50	11.00
ST. JULIEN-MEDOC	5.50	11.00
CHATEAU MARGAUX	6.00	12.00

Apply to—  
**G. GIRAULT,**  
6, QUEEN'S ROAD CENTRAL.

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AGENTS FOR TYPEWRITERS.  
The Granville ..... \$150.00  
The Pittsburg Visible with latest  
Improvements ..... \$150.00

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The Times Atlas, Half Morocco ..... \$22.50  
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Early Portraits of Queen Victoria, 1820  
to 1843 ..... 10.00  
Garden of Japan, by Pigott, Illustrated ..... 5.00  
China in Decay, by Alexander Krauss ..... 2.50  
A Pink'un and a Policeman, by Swans ..... 2.25  
Chestnuts do ..... 2.25  
Whitaker's Almanack ..... 70 cents and 1.75  
Hassell's Annual ..... 2.25  
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War ..... 3.00

**SWAN FOUNTAIN PENS.**

**SPENCER'S INDIAN CIGARS, ANGL-  
BOYPTIAN CIGARETTES CO.'S  
CIGARETTES.**

**LADIES' and GENTLEMEN'S BLACK  
and BROWN BOOTS and SHOES.**

23 & 25, Queen's Road, Hongkong. [a37]

## CLUB WHISKY

\$12 PER DOZ.

**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

## KELLY & WALSH, LD.

**BOOKS BY LAST MAIL.**  
China from Within, by Stanley Smith ..... \$2.25  
A Cabinet Secret, by Guy Boothby ..... 1.50  
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Life, by J. S. Fletcher ..... 35  
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Science, by K. Pearson ..... 1.00  
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Taylor ..... 2.25  
Ridgewood's Natural History ..... 3.50  
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Pearson's Magazine, July to Dec. vol. ..... 4.50  
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es, by A. Celli. Introduction by  
Dr. Manson ..... 6.50  
Music, Brain and Diet: A Plea for Sim-  
pler Foods, by E. H. Miles ..... 2.25  
Justice of Revenge, by Major Griffiths ..... 1.50

**THE RATTLE, Vol. 2, Part 2** ..... \$ 1.00  
The ENGLISHMAN IN CHINA Dur-  
ing the Victorian Era, as Illustrated  
in the Career of SIR RUTHER-  
FORD ALCOCK, K.C.B., D.C.L.,  
Consul and Minister in China  
and Japan, by ALEXANDER  
MICHIE, 2 vols. .... 20.00

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON,**

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Pistons and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ..... THOMAS SKINNER.  
Superintendent ..... ARCHIBALD BITCHIE.  
[a46] DODWELL & CO., LIMITED, General Manager.

LONDON, SOUTH KENSINGTON.

VISITORS from the East who wish to  
secure ACCOMMODATION at  
LAINGS,  
46, STANHOPE GARDENS,  
QUEENSCOTE,  
S. W.

Are recommended to give due Notice before-  
hand of requirements, as applications on arrival  
in England often fail to obtain rooms.  
Tariff and particulars can be obtained at this  
office.  
Hongkong, 13th February, 1901. [a44]

**RURAL BUILDING LOT 103, BARKER  
ROAD.**

Apply to—  
**HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED.**  
Hongkong, 31st January, 1901.

## INTIMATION

GOLD MEDAL PARIS 1878 1889.

of Highest Quality  
and having Greatest  
Durability are there-  
fore CHEAPEST.

The Only  
Award  
Chicago, 1893

**GILLOTT'S**

NUMBERS FOR USE BY BANKERS

Barrel Pens, 225, 226, 262  
Slip Pens, 332, 900, 237, 100,  
404, 7,000.

In Fine, Medium, and Broad  
Points.  
**THE NEW TURNED-UP POINT.** [261]

## HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [154]

## THE PEAK HOTEL.

City Office: 7, Duddell Street. [93]

**HOTEL CRAIGIEBURN.**

PUNKETS GAP, The PEAK, near the  
Tram Terminus.

Tel. 56.

For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [53]

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A  
**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [51]

## THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 40 Bed-  
rooms, elegantly furnished.

The Hotel is situated near all the Banks and  
Principal Offices in the Colony.

Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Man-  
agement.

Terms Moderate. **A. FONSECA,**  
Manager.

Hongkong, 1st December, 1899. [52]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.

The building stands on an extensive, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

**J. W. OSBORNE,** J. H. DOWNS,  
Proprietor. Manager.

Hongkong, 8th September, 1900. [3090]

## HING KEE HOTEL.

(ESTABLISHED 1873)

**MACAO.**

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre of  
PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

**L. HING KEE, Proprietor.**  
Telegraphic address "Hingkee" [1919]

## PORTLAND CEMENT

**J. B. WHITE & BEOS**

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [3144]



## INTIMATION.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(FOR INVALIDS &amp; GENERAL USE.)

- B.—OLD VINTAGE,** superior quality. Red Capsule... \$14.40
- C.—FINE OLD VINTAGE,** superior quality. Black Seal Capsule... 16.20
- D.—VERY FINE OLD VINTAGE,** extra superior. Violet Capsule... 20.40
- E.—ONE OF THE FINEST VINTAGES** in the Market. Gold Capsule... 30.00

Port after removal should be rested for a month before use. Wine required for immediate consumption should be ordered to be decanted at the Dispensary before being sent out.

All these Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON &amp; CO. LIMITED.

QUEEN'S ROAD CENTRAL.

[35]

## BIRTH.

At Hongkong, on the 14th February, Mrs. CHARLES HAROLD BAUGH, of Hamilton's Circus, of a son. Australian papers please copy. [537]

On the 8th February, at Fochow, by the Rev. Lowell Lloyd, WILLIAM FITZGERALD GILSON, of Fochow, to CAROLINE, widow of Arthur Wellesley WALKERMAN. [529]

## DEATH.

Died at 7 a.m. on the 14th February, at No. 2, College Gardens, Upper Albert Road, MARY, the beloved wife of JAMES H. COX, in her 61st year. [530]

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th February, 1901.

For some time past Hongkong has been singled out as the "dumping-ground" for destitute persons of all ages and nationalities from the neighbouring ports of Singapore, Manila, Shanghai, Kobe, &c., and in the endeavour to provide for the wants of the truly deserving, a tax has been imposed upon the benevolent public, which has grown to such dimensions, and been so persistently enforced, that it has now become well-nigh intolerable. Complaints have been made, by no means in isolated cases, that able-bodied men have boldly entered offices as well as private houses, and by plausible tales of destitution and want have received from the charitably disposed money and clothes, which shortly afterwards have reached the drinking bars and the second-hand shops of Taipingshan. Not only that, but where it has been found advisable to give these habitual mendicants tickets to get food and rest at the Star Coffee House in D'Aguilar Street, conducted under the auspices of the Missions to Seamen, they have been known to sell their tickets for drink, and by repeating their stories of want to obtain others a few hours afterwards. It has been estimated that there are over fifty such men in Hongkong to-day living upon charity. They are men for the most part from Manila, who have either been deported from the Philippines, or have found their way here by the transports which call at this port en route to San Francisco. Certain it is, that very few of them are seamen of any kind, and thus their chances of getting away are scanty indeed. One man has been known to have lived for nearly two years in this way, and there are others who claim a twelve months' residence with complete immunity from police interference. We are informed that private houses at the Peak are visited by these men when the owners are in town, and their tales of hard-

ship are the means of drawing many a dollar from the ladies who perhaps are alone at that time of the day. The annoyance has become so great that we understand that certain representations are to be made to H.E. the Governor on the subject, with a view to redressing the evil. Those in authority at the Dock Extension provided work for a number of the unemployed, but it is principally unskilled labour, and the wages the men received, from \$1.30 to \$2 a day, fail to offer at all the inducement that is obtained by a few calls daily upon the charitable. To remedy the evil, we hear that the Governor is to be asked to start a fund somewhat on the lines of those in existence at Singapore, Calcutta, &c., so that in truly deserving cases the Captain Superintendent of Police or some other authority may pay the passage away to another port, with instructions that punishment will follow on a return in the same condition. It is certainly high time that something should be done to abate the nuisance to which the Colony is at present subject.

As the information telegraphed from London about the railway between Shanhaikwan and Peking is based on an official report by Count von Walderssee, we may at last rest assured that the line is at last to be restored to its rightful owners. An agreement has actually been signed, we learn, to hand over the Shanhaikwan-Peking railway to the British on a date between the 21st and 28th instant. Presumably also the agreement deals with the questions of the compensation to be paid for the loss of rolling-stock, material, etc., but this we are not told. Nor do we know what is to be done with the Northern Extension line between Shanhaikwan and Newchwang which is financed by British capital. We have had many contradictory reports about this, as about the line south of Shanhaikwan, but it is impossible to gather the truth from among them. One of these reports was that Russian agents were trying to buy out British interests, but officially nothing was known of this when the last mail left England. It is satisfactory that, late in the day, some recognition has been made of the rights of British investors. Some of the delay in the matter of the railway was dictated by military considerations and was perfectly justifiable. The final delay for a period of nearly two months is unexplained.

As we have already announced, there will be no issue of this paper to-morrow. The first instalment of our weekly short story appears therefore on page 5 to-day.

During the 24 hours preceding noon yesterday there were reported two fresh cases of plague (Chinese), both ending fatally.

The return of visitors to the City Hall Library and Museum last week shows that 366 non-Chinese and 105 Chinese visited the former, 168 non-Chinese and 2188 Chinese the latter institution.

We would draw attention to the fact that the final pull in the International Tag-of-War Competition takes place to-night at Harcourt's Circus between the Siege Train (Southern Division) and H.M.S. Centurion (Stoker's Team).

It is announced by the home papers that the Hon. Thomas Whitehead, M.L.C., was to leave London early this month and to visit Mexico and the Pacific Coast ports before leaving for Japan and Shanghai, where short stays will be made before reaching Hongkong in May.

A slight outbreak of fire occurred on Saturday on board No. 3 launch, employed by the Naval Yard authorities. The alarm bells were sounded, and the Chinese crew of Commodore Powell's launch, which came from the Tamar, succeeded in extinguishing the flames before they had made serious headway. The damage is estimated at \$150. Carelessness on the part of the launch's crew is supposed to have been the cause of the outbreak.

The "Society for the Rescue of the Native Jews in China," which was formed a few months ago in Shanghai, has received a reply from the native messenger they sent to Kaifeng conveying intelligence that the spirit of unrest was pronounced in the city, and everyone was on the qui vive expecting trouble. At present peace is impracticable, and it is impossible for any one of the converts to leave the place. A second messenger has been sent to Kaifeng, but has not returned, and much anxiety is felt at the non-arrival.

Mr. Timothy Richard has received at Shanghai the following telegram, dated Taiyuan-fu, Shanxi, 10th February, and signed by two thoroughly reliable native Christians:—"Relief has been given (by the officials) in the countries of Yanghs and Taiyuan, but it is difficult to give relief in the other countries before the end of the (Chinese) year. There are 4,000 Christians scattered in 15 places. Their houses and property are destroyed and they are nearly dead with starvation. The Baptist Mission has money in the Bank here. We beg that this money be given in relief. There were four mission school girls carried away by the Boxers. We beg that the officials will order their restoration." A telegram was sent back to say that some of the Church money could be used.

Colonel Barlele, who was to have had the command of the proposed Belgian expedition to China, has been sent to the Congo by King Leopold on an important voyage of inspection.

Mrs. Bishop, the well-known traveller and writer on Far Eastern Countries, has offered her services to Bishop Welldon, the Metropolitan of Calcutta, for work in the mission field in India.

At a fire which took place at Bangkok a few days ago H. R. H. Prince Bhanurongi donned the fireman's uniform and turned out to assist with the hose. Fortunately the flames were confined to some wooden buildings, and the outbreak was extinguished before any great damage was done.

Another misfortune is reported to have befallen the West Australian mines, says the *Straits Times*. It is that white ants have made their existence known. Anyone who has had experience of these insects will recognise what this means in a country where timber is largely employed. It was found recently that they had almost eaten away the poppet-logs of the Hainault mine shaft.

It is the intention of the Indian Government to abolish Darjeeling as an artillery station. Hitherto a battery of British mountain artillery has always been stationed there. In future the battery which should go to Darjeeling in the ordinary course of relief will move to a station on the North-West Frontier. Darjeeling has never offered a good training ground for mountain artillery; it has always been difficult to secure good and adequate forage for the battery animals. Moreover, the barracks which thus become vacant will allow of more accommodation for British troops serving in the Bengal Presidency. Bengal, of all the Presidencies, is the most deficient in hill stations as sanitariums for the British service.

M. Chailley Bert, who has made a trip to India on behalf of the French Government to study the English methods of administration in the British dependencies, has arrived at Karachi in Western India. He intends to spend four months there and visit Sind, Quetta, Rajputana and Gujarat. With the statistics of information thus acquired he will return to France, revisiting other parts of India at some future date. With the same purpose his enquiries extend to every possible subject—revenue, education, police, justice, and commerce. He professes himself as very favourably impressed with what he has seen of English life in India, especially in the Revenue Department. He has been in Java, where he has been enquiring into the Dutch methods of Government.

With regard to H.M.S. *Blenheim*, which is relieving H.M.S. *Undaunted*, now on her way home, a service contemporary says:—"The *Blenheim* ought to be a very comfortable ship in the naval sense of the adjective. All the officers and men of the *Hermes* are now in the *Blenheim*; it has been simply a case of making up strength; and Captain F. H. Henderson, who has commanded both ships, has a brilliant record. The *Hermes* was a comfortable ship—again in the naval sense, for she was a most uncomfortable ship in the ordinary meaning of the word—and there is every reason why the *Blenheim* should be the same." The officer commanding the new cruiser *Blenheim*, which is coming out to relieve the *Undaunted*, is Captain Frank H. Henderson, C.M.G. There are half a dozen captains and several commanders named Henderson in the Royal Navy.

A report having gained currency in the British shipping circles that the "Shell" line of steamers had in part been transferred to the German flag, Sir Marcus Samuel has publicly denied that any such transfer had taken place. He said it was wholly impossible for shipowners to maintain their position if they were left not only unprotected but were hampered by every kind of restrictive legislation. He could not understand why shipowners should be expected to be put in a totally different category to traders. They got no help from the Government, and they were indebted to their brains for holding their position under the British flag. His company had resisted attempts to put some of their tonnage under the Russian flag, and had lost something like £200,000 by it. Places after place had been closed in their face and the time had come when the British Government should say plainly to everyone that every door that was open to British shipowners should be kept open, and that nothing should be allowed to prevent British owners from enjoying such rights as they now had.

We have already had by telegraph the news that it has been decided to continue the Siberian Railway along the Shilka and the Upper Amur Rivers. It is now stated that from Stretzka, which is the point of departure for the Manchurian Railway, the Siberian Railway will be continued as far as Pokrovka, a small village at which the Amur River becomes navigable during the spring and summer. The continuation of the Siberian Railway on Chinese soil, instead of being extended to Khabarovsk, isolated the basin of the Amur, and the attack on Blagovestshansk by the Chinese bands of robbers showed clearly the danger of this isolation. During the summer of 1900, a Russian expedition in charge of a railway engineer made part of a survey for the construction of a line of railway from Obdorsk, near the mouth of the River Ob, to Belkovevskaya Goubka, one of the bays on the Kara Sea. The survey had to be interrupted owing to the approach of winter, but it will be resumed and completed this year. The survey so far carried out shows that the construction of railways across the marshy plains of North-Western Siberia will present no insurmountable difficulties. The projected railway will be built by a company, and it will play a very great part in the exportation of Siberian corn for the markets of the world.

M. Verestchagin, the celebrated artist, started for China last month to paint a number of war pictures illustrative of the recent operations. Verestchagin's pictures have been called "some of the strongest arguments against war." He should be able to add to these arguments, if all we hear is true.

The death is announced, at the age of fifty-six, of Captain Bory, who gained distinction in 1893, when he commanded a little French expedition, consisting of the despatch boat *Inconstant* and the gunboat *Comete*, which he took up the river Menam to Bangkok, running the gauntlet of the Siamese forts which guarded the entrance to the river.

In addition to the strength of the Manila Police Force as recently passed by the Civil Commission, three more companies are to be organized at once from the regular and auxiliary troops. These will be three emergency companies to fill a temporary gap, and will be discharged by companies, the first in July, and the other two in September and November consecutively. The pay and allowances will be the same as the others.

At various times efforts have been made to substitute Malacca for Brindisi as the main European port of call for mail communication with the East. The scheme is being again mooted, and causes uneasiness both in Italian and French circles. As the prospect of such competition increases, however, measures are being taken to meet it by making great improvements in the French and Italian service, pending the completion of the Suez Canal, which will greatly expedite overland traffic to and from the East.

Chinese merchants in New York have been caught cheating the meters of the Edison Electric Illuminating Company. By lifting the top of the meter about the 1st of the month, and inserting a small cardboard wedge between the disc and the magnet, the Edison meter inspectors claim, the electric current passed through the meter without hindrance; but the register failed to record the number of volts used, thereby saving from \$10 to \$40 a month. It is said the device for cheating the meter was made by an American electrician, who charged each Chinaman \$10 a month for the use of the invention.

"The Advertiser's A.B.C.: the Standard Advertisement Press Directory" for this year contains many altogether new and up-to-date features, and Messrs. T. B. Browne, Ltd., of Queen Victoria Street, London, the publishers, deserve to be congratulated upon the success which has attended their efforts to improve the publication as each edition leaves the press. In the current issue opportunity has been taken of the commencement of a new era to review the home newspaper press of the nineteenth century, and an exceedingly interesting article on the subject is inserted. The Directory contains nearly eleven hundred pages, is handsomely bound, and published at half a guinea.

The new manager of the Panjion Mining Company, Ltd., has had a good send-off by his friends at Charters Towers. The *Northern Miner* of the 12th ult. says that a representative gathering of Mr. T. Lester's friends met on Friday night at Collin's Exchange Hotel to wish him bon voyage on the eve of his departure for the Malay Peninsula. The Acting Manager (Mr. W. J. Penill) took the chair, and after the usual loyal toast, he proposed Mr. Lester's health. He said he had known Mr. Lester for 18 years, since when he had filled a variety of positions, from miner to Acting General Manager of the Day Dawn P.C. Mr. Lester was not a man to take a very active or prominent part in the public affairs of the town, though he was one of the original four who in 1889 helped to form a Mining Association, when the Mining Bill of that year was going through, so as to look out for the interests of Charters Towers. When Mr. Lester had left, Mr. Penill said he himself would be the only one remaining of that four. He wished him a pleasant voyage and all success in his new home. Mr. E. D. Miles also spoke at some length, paying a high tribute to Mr. Lester's worth and abilities. He said that he had the pleasure in days gone by of offering to Mr. Lester the position of manager of the Day Dawn P.C. Though Mr. Lester, through his modesty, at first was diffident about taking the post, he at last consented, and held the position for many years. He knew that it had long been Mr. Lester's ambition to go to the Malay Peninsula, and he was sure that when the directors of the mine got to know him he would not be merely Manager, but General Manager. It spoke well for the reputation of Charters Towers that so many men were being sent for from here to fill good positions in other places. He hoped that the School of Mines would educate the young fellows, and help to turn out competent managers to fill the gaps that were caused by the departure of such men as their guest. He was sure Mr. Lester would succeed, as he knew how to manage men.—Mr. Lester, in reply, said he felt he ought to step here after all that had been said. He gave a brief description of his experiences in Victoria, stating he started out to earn his own living between the ages of 12 and 14 years. He had worked in the Day Dawn P.C. mine since 1890, and started there two days after he came to the Towers. In the P.C. he had been miner, contractor, trucker, carpenter, manager for 10 years, manager of the mill, and at 12 p.m. that night his time with the company would be up, after 20 years and six months in the mine. He had been told he could hold as much as he liked that night, but he could make a better show with a hammer and drill than he could at a speech, so he would thank those assembled and sit down.

The *China Times*, the new Peking paper, published the following as an extra on the 30th of January:

A most painful tragedy was enacted on Monday night at the Hotel du Nord, Peking. The guests at the hotel were finishing dinner and were still sitting at the tables, when shortly after 9 o'clock three shots were heard in close proximity to the dining room. The manager, Mr. Diederich, at once ran to the spot where the shots appeared to have been fired, and was met by a British lieutenant, Mr. Denning, of the 3rd Bombay Cavalry, who came out of one of the private rooms, staggering, and exclaiming "I am wounded!" Mr. Diederich at once ordered a doctor to be sent for, and the wounded man was handed over to his care.

Inside the private room a dreadful spectacle presented itself. A husband and wife were lying prone on the floor, still living, but at the point of death. Nothing could be done for them, and they shortly afterwards expired. It appears that three rooms had been engaged at the hotel, for Mr. Denning, for Mrs. Lindberg and for her maid, Capt. Lindberg, a Danish officer well known at Tientsin, and formerly engaged there as military instructor for the Chinese troops, arrived from Tientsin by the Monday night's train and remained in his wife's room, showing no indication of what was to come. He shot his wife through the chest, then pointed his revolver at the officer, whom he shot over the left hip, and finally shot himself through the right temple.

Captain Lindberg was about 32 or 33 years of age. His wife, a Danish lady of attractive appearance, was about 23. Their bodies were taken in coffins to the Temple of Heaven railway station yesterday, for conveyance to Tientsin by day's train.

Mr. Denning, who was stationed at Tientsin in a critical condition.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENT.)

## THE CRISIS IN CHINA.

LONDON, 17th February, 6.25 p.m.

## SHANHAIKWAN RAILWAY TO BE RETURNED AT LAST.

Count von Walderssee reports that an agreement has been signed to hand over the Shanhaikwan-Peking Railway to the British at a date between the 21st and 28th instant.

## GENERAL NEWS.

LONDON, 17th February, 6.25 p.m.

## THE COTTON MARKET.

Cotton at Liverpool and New York is quiet, and prices are falling.

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

## EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS.

Yesterday at noon an extraordinary general meeting of shareholders in the above company was held. Mr. Hart Buck presided, and there were also present Messrs. C. Evans, R. K. Leigh (Coordinating Committee), G. Murray Bain, H. Humphreys, A. H. Manell, J. A. Tarrant, H. Burton, R. H. Potts, W. J. Gresson, W. C. Taylor (Secretary), and J. M. Wong.

The CHAIRMAN said—Gentlemen: This meeting has been called for the purpose of re-adjusting the remuneration of the General Managers of this Company, but before explaining matters to you fully I may say that before calling this meeting we have taken the opinion of some of the principal shareholders, and they agree with us that the nominal fee of \$100 a month is inadequate. In the original Articles of Association, when the Company was under different management, the remuneration was fixed at 5 per cent. on the gross earnings, but when the Company was in a very unfortunate financial condition we undertook the general management at the nominal fee of \$100 a month, and the Articles were altered to that effect. This was in 1891, and it was really agreed that this arrangement would only last for three years, in which time we expected to place the Company on a better financial footing. We have, however, allowed the arrangement to go on for nine years instead of three, but now think that as the Company is in a perfectly sound position, has paid off its Debentures, which were \$30,000, bearing interest at the rate of 8 per cent. per annum, and is likely to pay good dividends in the future, the time has arrived when we can justly expect to receive an adequate remuneration for our management. You will notice that the proposed resolution reads that in addition to the remuneration on the gross earnings the General Managers would be entitled to an allowance not exceeding \$3,000 per annum for office rent and salaries of clerks. I may explain that this would simply mean that we should virtually revert to the arrangement that was decided upon when the Company was formed. Should this resolution be passed it will be necessary to confirm it at a subsequent meeting, of which due notice will be given. Before putting the resolution to you I shall be pleased to answer questions in connection with it or hear any remarks that any shareholder may wish to make.

There being no questions, the CHAIRMAN proposed:—

That Article XII. of the Articles of Association be cancelled and that there be substituted therefor the following Article:—

XII.—The remuneration of the General Managers shall be a commission of Five per Cent. per Annum on the gross earnings of the Company, and in addition thereto an allowance not exceeding \$3,000 per Annum for Office Rent and Salaries of Clerks.

Mr. Gresson seconded the motion and was carried unanimously.

This was all the business.

## THE PEKING TRAGEDY.

The *China Times*, the new Peking paper, published the following as an extra on the 30th of January:

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Mr. Denning, who was stationed at Tientsin in a critical condition.

## SUPREME COURT.

Monday, 18th February.

CRIMINAL SESSIONS.

BYRON'S HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

The Criminal Sessions opened this morning. The calendar contained only two cases, viz.:

1. Wong Mau—being a member of an unlawful society.

2. Ho Su and Wong Fung Chau—murder.

THE MURDER CASE.

The Attorney-General (the Hon. W. Meigh Goodman, K.C.) will now let the law allow me to mention case No. 2 in the calendar. It is a charge of murder against two men—Ho Su and Wong Fung Chau. I would ask your Lordship to fix a date for that. My learned friend Mr. Robinson appears for the defence. I think it is desirable to fix Thursday; otherwise I do not think we shall be able to get through by Saturday night. There are 16 witnesses on behalf of the Crown.

His Lordship—Can we not take it on Friday?

The Attorney-General—There is a meeting of the Legislative Council on Friday, and I shall not be able to appear on that day if the case runs over Saturday.

His Lordship—Very well; say Thursday at 10 o'clock.

TRIAD SOCIETY CASE.

Wong Mau pleaded not guilty to an indictment charging him with being a member of an unlawful society.

The jurors were Messrs. W. G. Humphreys, H. Arnold, C. G. Heermann, J. J. Gutierrez, M. de Silva Gumarres, M. Watson, and P. E. Silva.

The Attorney-General said the prisoner was charged with being a member of the Triad Society on the 16th January last. The facts of the case were very simple. On the 16th January Lance-Sergeant Birchall was cruising about the harbour on police duty, searching for arms and things of that kind when he came across a rowing boat No. 2735. When he saw there were six people in the boat, Birchall ordered the people to come on to the police launch while he searched the boat, and they did so, though the prisoner seemed unwilling. On searching the boat Birchall found a revolver and on searching the prisoner's pouch he found a paper which was clearly connected with the Triad Society. When taken to the Police Station prisoner said he picked the paper up in the street. It was, however, a very clean bit of paper to be picked up in the street. It was a singular thing that a Triad Society paper should be lying about the street. When before the Magistrate the prisoner said he had nothing to say and that he did not know anything about the paper.

Evidence was then led.

The prisoner was found guilty and sentenced to four months' hard labour.

## KID GLOVE WARFARE.

With reference to the remarkable statements of Dr. E. J. Dillon in his article *The Chinese Wolf and European Lamb*, which naturally enough has caused stir in the Press over the civilized world, it is interesting to read what the *Daily Mail's* correspondent, Mr. V. Ster, says. He is defending the Germans from allegations made against them.

Isolated cases of blackguardism (says Mr. Ster) will always occur during a campaign in any army, but the personnel of the German troops who were in Tientsin in October, and who are the same as are now complained of, was as good as—no better than—that of either British or American. Unfortunately this cannot be said of either Russian or French, the troops of those two nations being by the worst behaved of any during the march of the allied forces to Peking. For good behaviour on the march, in camp, and in fact at all times, the American and English were about equal. The Indian troops also behaved very well, as did also the Chinese, although they were all, perhaps, a trifle too keen after loot. The Japanese were splendidly disciplined, but, of course, unlike our Asiatic troops, they had no European officers, and at rare intervals their Asiatic nature was bound to penetrate through their artificial veneer of Western civilization. I am sorry to say I saw several revolting instances on the march to Peking of the Japanese torturing their Chinese prisoners. But the Russian and French were quite indistinguishably brutal in their behaviour, and one can scarcely think that the troops sent by the latter nations were truly representative of the French Army. One prefers, rather, to imagine that they were third-rate colonial troops grown rotten through the long service in the East. It was the French marines who were the worst offenders—if there can be a worst when all were so appallingly bad. Throughout the whole time they were in the country the French and Russian troops left a gory trail of murder, rapine, and pillage in their wake, and the thought that the allied forces were civilized troops averaging the atrocities of a barbarous foe seemed absurdly farce. The Russians had a great redeeming feature which the French had not—they could fight.

## THE STRAITS GOVERNORSHIP.

The *Singapore Free Press* of the 7th inst. says:

From what is now understood, the long-standing mystery about the Governorship of this Colony is at last solved. Sir Alexander Swettenham, who will have had the probably unprecedented long period of a tenure of one year and three months as Officer Administering the Government, goes home presently on leave. Eventually Sir Alexander on coming eastwards in succession to Sir Noel Walker, who now retires. The Resident-General of the Federated Malay States, Sir Frank Swettenham, who is due to arrive in Singapore about the 16th February, will succeed at Singapore as Acting Governor and High Commissioner. F. M. S. until the arrival of Sir Arthur Havelock, lately Lieutenant-Governor of Madras, who is to be the new Governor of the Colony. Sir Arthur Havelock left Madras about Christmas and went home on leave. He is understood to be due in Singapore in July, when Sir Frank will revert to his own post in the Native States. As regards Sir Arthur Havelock's chances of coming here, these were alluded to in this journal before his departure from Madras for England.

Our contemporary also says—While in Ceylon as Governor, Sir Arthur Havelock's emoluments were £5,000 per annum. In Madras his salary amounted to £4,200 (say £25,000). Here in the Straits Settlements where the status of the Governorship has been recently raised, his annual pay will be £5,000, plus \$3,000 entertainment allowance.



## HONGKONG FIRE INSURANCE CO., LIMITED.

The following is the report for presentation to the shareholders at the thirty-second ordinary general meeting, to be held at the offices of the general managers, on Wednesday, the 6th March, at noon.

The general managers and consulting committee have pleasure in submitting to the shareholders the thirty-second annual report of the Company.

**1899 ACCOUNT.**  
This account shows a profit of \$204,651.70, which sum, subject to the approval of the shareholders, is proposed to be dealt with as follows, viz.:—  
Borneo contributing shareholders, \$ 3,017.37  
Addition reserve fund, 9,634.83  
Dividend of \$24 per share, 192,000.00

**1900 ACCOUNT.**  
The balance at credit of this account is \$341,020.32.

**MORTGAGES.**  
From the reports and valuations made by the company's surveyors the general managers and consulting committee are satisfied that the properties held by the company form ample security for the advances made.

**CONSULTING COMMITTEE.**  
The present members, Messrs. the Hon. C. P. Chatter, C.M.G., Lewis, Raymond, Maitland, and Mackay retire, but offer themselves for re-election.

**AUDITORS.**  
The accounts have been audited by Messrs. Fullerton Henderson and W. Hutton Potts, and their re-election is recommended.

**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 13th February, 1901.

**BALANCE SHEET, 31st DECEMBER, 1900.**

LIABILITIES.	\$	c.
Capital subscribed	32,000,000.00	00
Amount paid-up	400,000.00	00
Reserve fund	1,033,727.19	19
Unallocated dividends	5,447.59	59
Account payable	27,245.08	08
Working accounts, 1899:		
Net profit	204,651.70	70
Working account, 1900:		
Amount brought forward from below	341,020.32	32
	3,072,072.78	78

**ASSETS.**

\$	c.
Cash, on current account with Hongkong & Shanghai Banking Corporation	29,562.03
Cash in hands of General Managers	1,033.51
Fixed deposits:	
Hongkong & Shanghai Banking Corporation	275,000.00
Chartered Bank of India, Australia & China	50,000.00
Mercantile Bank of India, Limited	30,000.00
Mortgages:	
In Hongkong	\$1,070,000.00
In Shanghai	395,200.11
In Yokohama	25,735.39
	1,490,935.50

**Investments:**

\$	c.
Chinese Imperial Government loan, 1880	\$34,874.50
Hongkong & Kowloon Wharf and Godown Company, Limited, debentures	60,000.00
Shanghai and Hongkong Wharf Company, Ltd., debentures	32,000.00
Shanghai Land Investment Company, Ltd., debentures	27,500.00
Hongkong Hotel Company, Ltd., debentures	50,000.00
5 shares in the China Fire Insurance Company, Limited	375.00
Steam ship engines	235,444.89
Accounts receivable	132,900.00
	3,072,072.78

**WORKING ACCOUNT, 1899.**

\$	c.
To losses and claims paid	138,808.64
To return premium	11,373.67
To remuneration to consulting committee and auditors	6,680.00
To balance as above	204,651.70
	\$361,324.71
By balance from last account	334,340.50
Add sundry premium since received	26,984.21
	\$361,324.71

**WORKING ACCOUNT, 1900.**

\$	c.
To losses and claims paid	39,947.42
To charges	24,124.45
To commissions	31,418.57
To fire brigade expenses	230.80
To balance as above	341,020.32
	\$427,437.59
By net premium received less return and re-insurances	238,282.11
By interest	127,033.38
By exchange	4,024.10
By transfer fees	88.00
	\$427,437.59

## BRITISH AND GERMAN SHIPPING IN THE EAST.

The following extract from the well-known shipping paper *Freight* will be found of interest in shipping circles.

In its report on the trade and commerce of the Straits Settlements for 1899, Mr. W. Egerton, the acting Colonial Secretary, states that the imports amounted to £24,250,000 or an increase of 13.4 per cent. on 1898, and the exports to £21,250,000 or 16.0 per cent. more than in the previous year. The coal imports were a record, 45,000 tons more being received from the United Kingdom, and 18,000 tons more from Japan (that country's total being 281,000 tons, or more than half the total imports). Less coal was taken from Bengal, Australia, and Borneo. Liquid fuel from Ceylon, in Dutch Borneo, was brought in to the extent of 24,000 tons, and it is stated that probably the trade in this fuel will show considerable expansion in the near future. The imports from the United Kingdom were valued at £2,500,000 or an increase of 24 per cent. on 1898, and from the Continent at £1,800,000 or an increase of 18 per cent. The total tonnage of merchant vessels arriving and departing was 13,187,000 tons as compared with 12,661,442 tons in 1898. The light dues amounted to \$14,501.50. During the year 1899, 11 steamers, aggregating 8,621 tons, trading between Singapore, Penang, and Hongkong, was transferred from the British to the German flag as follows: The German mail line from Hamburg to China. This German line also commenced running its boats fortnightly instead of monthly, and far larger and finer boats than the P. & O. Company use on their Eastern section were placed on the line.

**Hair Preserved and Beautified.**  
The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and keeps the hair and scalp healthy, and for children it lays the foundation of a luxuriant growth. Also in golden colour for fair and golden-haired ladies and children. Ask Store and Chemist for ROWLAND'S MACASSAR OIL, of Hutton Garden, London. [1492-1]

## POLICE COURT.

Monday, 18th February.

Before Mr. Hazeland.

MR. K. W. MOUNSEY SUMMONED BY WATER AUTHORITIES.

Mr. K. W. Mounsey, solicitor, 2, Goodistan, Conduit Road, was summoned by Mr. John Ross, overseer of the Hongkong Water Works, for that he, on the 13th inst., unlawfully did cause to alter the water service. Mr. Mounsey pleaded not guilty.

Mr. Ross deposed that on the 13th inst. he visited the defendant's house and found in a bath room a copper pipe leading to a heating apparatus.

Cross-examined by the defendant—He had been to the house on two occasions, the first time about a fortnight before the 13th. The water authority was the Director of Public Works, but his subordinate, Mr. Hollingsworth, was the one from whom complaint took his orders. He notified Mr. Hollingsworth before taking out the summons. Complaint was made that defendant had written about the water service, and that Mr. Omsby and Mr. Hollingsworth were considerably annoyed. The copper pipe was 2 of an inch in diameter. The "T" piece was connected immediately behind the main pipe, which allowed the water to flow directly into the Chinese servant, when the law demanded that a summons should be served personally. As to the charge contained in the summons, the pipes—not the water—were put into the house by the Government itself. He bought the heater, and fixed it up at his own expense before going into the house at all. The Government knew perfectly well the heater was there; it had been there for two months, and yet they had not thought fit to issue a summons or take any steps whatsoever until now. The pipe connecting with the heater was the smallest pipe that could possibly be got, and was not connected to the main pipe in any way, nor did it extend the water service in the slightest.

His Worship—The question is whether you did not alter the pipe.

Mr. Mounsey—No, I have not altered the pipe.

His Worship—I think they ought to have given you notice, at any rate, in this case.

Mr. Mounsey, continuing, said the whole point of the thing was that every resident in the district had been agitating about the water service, and the Director of Public Works, either because he had been so worried thereby, or because he had not the power or inclination to remedy matters, had caused the district to go forth from that most intelligent Department that every household on that road should in turn be worried as much as possible.

His Worship—My sympathies are entirely with you, Mr. Mounsey, and I shall not inflict any penalty in this case. Notice should have been given. The only question is that you have not altered the service pipe. I must say that I am not without doubt on this point. However, the water authorities should have notified you. The summons is dismissed.

ANOTHER SUMMONS BY THE WATER AUTHORITIES.

The occupier of 1, Goodistan, Conduit Road, was also charged "for that he did cause to alter the water service on the 13th inst."

He admitted it, and was fined the nominal sum of \$5.

**RUNNING AMUCK ON A SHIP.**

A seaman from the British ship *Nivelle* was charged with mutinous conduct on board that vessel on the 17th inst.

The defendant, it appeared, whilst intoxicated, seized a chopper and attempted to attack the skipper and chief officer.

His Worship sentenced him to three weeks' hard labour.

**MANSLAUGHTER.**

Clara Cordeiro, 30, midwife, responded to her bail of \$2,500 and appeared in court to answer to the charge of the manslaughter of Leocadia Francisco da Cruz Rosa, 22, on the 11th inst., during the latter's confinement. Mr. Badoley, Deputy Superintendent of Police, prosecuted, and Mr. Grest, solicitor, represented the defendant, who pleads not guilty.

Drs. Thomson and Harston and the deceased woman's sister and mother-in-law were present in court to give evidence.

Before Mr. Kemp.

**ASSAULTING A PRIVATE RICHES COOLIE.**

A private in the Siege Train pleaded not guilty to assaulting a private riches coolie on the 16th inst.

A Sikh constable stated that he was on duty on Saturday night at the Circus, and saw the defendant get into the complainant's riches. The latter objected to his passenger, who then struck him a blow on the nose, causing it to bleed. The defendant was slightly under the influence of drink.

A fine of \$3 was inflicted, and paid.

**DEFAULDING THE POST OFFICE.**

Another unauthorized letter carrier was dealt with yesterday morning. He was charged with defaulding the General Post Office by conveying letters in the colony on the 17th inst.

He pleaded not guilty, but was convicted on the evidence of P.C. Bond and fined \$100 or two months' hard labour. The fine was paid.

**NOT BEYOND HOPE.**

Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe, from which cause that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, balms, and doctors are apt to be resigned to their fate. They come to believe that there is no such thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost useless. To all such we say, try Little's Oriental Balm faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through the use of Little's Oriental Balm by the use of a single bottle, others have used from 3 to 6 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 8 bottles necessary. Sold at 1s. 6d. per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, Ltd. [217-3]

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1st FEBRUARY.

LEVEL.	1900.	1901.
Tydam	below overflow, below overflow.	
Pokfulam	24 ft. 2 in. 25 ft. 3 in.	
Wongshahong	13 ft. 10 in. 18 ft. 8 in.	
Wongshahong	45 ft. 3 in. 22 ft. 2 in.	
STORAGE GALLONS.	1900.	1901.
Tydam	210,880,000	204,365,000
Pokfulam	36,340,000	42,880,000
Wongshahong	NIL	8,418,000
Total	247,220,000	255,643,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JANUARY.

1900.	1901.
Consumption	98,183,000 107,199,000 gallons
Estimated population	204,000 210,000
Consumption per head per day	15.82 18.5 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JANUARY.

1900.	1901.
Consumption	8,048,712 11,040,000 gallons
Estimated population	27,700 28,900
Consumption per head per day	9.37 12.3 gallons

The Government Analyst reports that the water is of excellent quality.

R. D. ORMEY, Water Authority.

**LATEST STEAMER MOVEMENTS.**

The steamer *Lighting*, from Calcutta, left Singapore for this port on the 18th inst.

The M. M. steamer *Annam*, with the next French mail, left Singapore on Sunday, the 17th inst., at 5 p.m., for this port via Saigon.

The C. P. R. steamer *Empress of Japan*, arrived at Shanghai at 10 a.m. on Sunday, the 17th inst., and left again at 8 p.m. same day for Hongkong, whence she is due to arrive at 9 a.m. on Wednesday, the 20th inst.

The N. Y. K. steamer *Empress of China*, arrived at New York on the 15th inst.

The Imperial German Mail steamer *Bayern*, carrying the German Mails with date from Berlin of the 21st January, left Singapore on Saturday, 18th inst., at 2 p.m., and may be expected here on or about Thursday afternoon, the 21st inst.

The N. D. L. steamer *H. H. Meier*, chartered by the Imperial German Government, left Colombo on the 18th inst. for this port, and may be expected here on Saturday, 23rd inst.

The N. G. L. steamer *Marburg*, from Hamburg, left Singapore for this port on the 16th inst., and may be expected here on or about the 22nd inst.

The N. Y. K. steamer *Mitsui Maru* (Bombay Line) left Singapore for this port on the 16th inst., and is expected to arrive here on the 22nd inst.

The N. Y. K. steamer *Sado Maru* (European Line) left Shinjohsaki for this port on the 17th inst., and is expected to arrive here on the 21st inst.

The N. Y. K. steamer *Kangra Maru* (Australian Line) left Nagasaki for this port on the 18th inst., and is expected to arrive here on the 20th inst.

The N. P. steamer *Victoria* left Yokohama for Hongkong on the 19th inst.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 5.30 p.m. on Sunday, the 17th inst., and left at 6 p.m. on Monday, the 18th inst., for Kobe, where she is due to arrive to-night.

**EXPORT CARGO.**

Per Imperial German Mail steamer *Hamburg*, sailed on the 6th February. For Suez:—4 cases camphorwoodtrunks, 1 case puggoes.

For Port Said:—1 case silk. For Beyrout:—10 cases silk. For Odessa:—100 cases stannum, 30 bales canvas, 5 rolls mack.

For Genoa:—23 bales raw silk, 30 bales pierced cocoons, 5 cases essential oil, 1 case silk. For New York:—75 boxes essential oil. For Trieste:—275 bales rattanbushes. For Antwerp:—123 rolls matting, 30 bales feathers, 4 bales canvas. For Antwerp/Hamburg:—25 boxes bristles.

For Amsterdam:—69 cases Chinaware, 42 rolls matting. For Rotterdam:—425 rolls matting, 20 boxes tat silk, 5 cases cigars. For Rotterdam/Amsterdam:—5 pkgs. rattanbushes. For Bremen:—363 rolls matting, 100 chest tea, 2 boxes blackwoodware, 1 case ginger, 1 case curries. For London:—10 boxes bristles. For Hamburg:—150 cases stannum, 170 bales feathers, 44 bales canvas, 7 boxes Chinaware, 5 boxes human hair, 2 boxes Chinaware, 1 box China ink. For Hamburg/London:—40 boxes bristles.

**SIEN TING.**

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
Consultation Free.  
Hongkong, 23rd September, 1891. [248]

**PIANOFORTE LESSONS.**

**MISS M. MARQUES DA SILVA** begs to notify that she undertakes to give LESSONS IN PIANOFORTE to Ladies and Children. Terms very moderate. Enquiries by letter, care of Office of this Paper. Hongkong, 15th January, 1901. [219]

**PUBLIC COMPANIES.**

**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.**

**THE SHARE CERTIFICATE No. 7,726** for Fifty Shares numbered 33,624 to 33,673 inclusive, standing in the Register in the name of **FOONG KING POON TONG**, of Foochow, having been LOST, notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Road Central, Victoria, Hongkong, on or before the 27th day of March, 1901, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

A. SHELTON HOOPER, Secretary.  
Hongkong, 12th February, 1901. [488]

**UNIVERSAL TRADING CO., LIMITED.**

NOTICE is hereby given that the General Manager has made a CALL of \$15 on the Holders of Shares in **UNIVERSAL TRADING CO., LTD.**, which Call is payable to the General Manager on the 31st of March, 1901, at the Company's registered office, No. 4, Des Voeux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY, General Manager.

## PUBLIC COMPANIES.

**THE PUNJON MINING COMPANY, LIMITED.**

NOTICE is hereby given that at a MEETING of the BOARD of DIRECTORS of the Company, held at the Company's Office, No. 14, Des Voeux Road Central, Victoria, Hongkong, on FRIDAY, the 4th day of January, 1901, the following Resolution was passed:—

"That in pursuance of the Special Resolutions passed on the 8th day of December, 1900, and confirmed on the 24th day of December, 1900, a Call of One Dollar per Share be made upon all the Holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Bankers of the Company, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, Victoria, Hongkong, on or before the 20th day of February, 1901."

And Notice is also given that in Accordance with Article 24 of the Company's Articles of Association, interest at the rate of 8 1/2 per Centum per Annum will be charged upon all Calls remaining unpaid after the 20th day of February, 1901, up to the actual dates of payment of the same.

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, New Share Certificates will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors,  
W. H. GASKELL, Secretary.  
Hongkong, 18th January, 1901. [257]

**GEO. FENWICK & CO., LIMITED.**

**THE TWELFTH ORDINARY GENERAL MEETING OF SHAREHOLDERS** will be held in the Honkong Hotel on THURSDAY, the 21st February, at Noon, for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 21st February, both days inclusive.

By Order of the Board of Directors,  
W. G. WINTERBURN, General Manager.  
Hongkong, 15th February, 1901. [510]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY YEARLY MEETING OF SHAREHOLDERS** will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1901, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the statement of accounts to the 31st December, 1900.

Having regard to the resolutions passed at the Second Extraordinary General Meeting held on the 21st January, 1901, the TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th February, 1901, both days inclusive.

By Order of the Board of Directors,  
D. GILLIES, Chief Manager.  
Hongkong, 1st February, 1901. [392]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Society's Head Office, No. 1, Queen's Buildings, on FRIDAY, the 1st day of March, 1901, at Noon, when the following Resolution will be proposed:—

**PROPOSED RESOLUTION.**  
"That in Article 91 the figures '\$7,000' be eliminated and in place thereof the figures '\$12,000' be inserted."

Should this Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be convened on TUESDAY, the 19th March, 1901, at Noon.

By Order of the Board,  
W. J. SAUNDERS, Secretary.  
Hongkong, 18th February, 1901. [524]

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the above Company, will be held at the Office of the Company, Pedder's Street, on WEDNESDAY, the 5th day of March, 1901, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1900, of the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

By Order of the Board,  
JARDINE, MATHESON & CO., General Managers.  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, 6th February, 1901. [431]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**THE THIRTY-SECOND ORDINARY MEETING OF SHAREHOLDERS** in the Company will be held at the Company's Office, No. 3, QUEEN'S ROAD CENTRAL, VICTORIA, on THURSDAY, the 7th March, at Three o'clock in the Afternoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th proximo, both days inclusive.

By Order,  
GEO. L. TOMLIN, Secretary.  
Hongkong, 9th February, 1901. [468]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 65,491 to 65,590, in the name of **ELLIS KELLY**, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 16th February, 1901. [518]

## INTIMATIONS.

**EYE-SIGHT.**

Mr. N. LAZARUS



## NEW ADVERTISEMENTS

**TO LET.**  
**16, KNUTSFORD TERRACE, Kowloon,** from 1st May.  
 Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
 Hongkong, 19th February, 1901. [536]

**FIRST CLASS STENOGRAPHER**  
 DESIRES SITUATION.  
 30 Days' notice required.  
 Reply to—  
**H. U.**  
 Care of Daily Press Office.  
 Hongkong, 19th February, 1901. [533]

**IMPERIAL GERMAN MAIL LINE.**  
**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
**THE Imperial German Mail Steamship**

**"BAYERN."**  
 OF THE NORDDEUTSCHER LLOYD.  
 Captain H. Blocker, due here with the outward German Mail about the 21st instant, will leave for the above places about 21 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 18th February, 1901. [9]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW.**  
**THE Company's Steamship**

**"HAITAN."**  
 Captain Roach, will be despatched for the above ports on FRIDAY, the 22nd inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.,**  
 General Managers.  
 Hongkong, 19th February, 1901. [538]

**GLEN LINE OF STEAMERS.**

**FOR MANILA.**  
**THE Company's Steamship**

**"GLENURET"**  
 will be despatched for the above port on FRIDAY, the 22nd inst., at 10 A.M.  
 For Freight, apply to  
**MCGREGOR BROS. & GOW,**  
 Agents.  
 Hongkong, 18th February, 1901. [531]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**  
**THE Company's Steamship**

**"PERLA."**  
 Captain R. W. Almond, will be despatched as above on FRIDAY, the 22nd inst., at 5 P.M.  
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
 A doctor is carried.  
 For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
 General Managers.  
 Hongkong, 18th February, 1901. [535]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW.**  
**THE Company's Steamship**

**"THALES."**  
 Captain Robson, will be despatched for the above port on SATURDAY, the 23rd inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.,**  
 General Managers.  
 Hongkong, 19th February, 1901. [539]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**  
**THE Company's Steamship**

**"FORMOSA."**  
 Captain Hodgins, will be despatched for the above ports on SUNDAY, the 24th inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.,**  
 General Managers.  
 Hongkong, 19th February, 1901. [540]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOTS-POSTE FRANCAIS.**

**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
**THE Company's Steamship**

**"ANNAM."**  
 Captain Poydenot, will be despatched for the above ports on or about SUNDAY, the 24th inst.  
 For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 19th February, 1901. [2]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**\* NOTICE TO CONSIGNEES.**

**STEAMSHIP "GLENURET."**

**FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.**

**THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.**

**Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.**

**DODWELL & CO., LIMITED,**  
 Agents.  
 Hongkong, 17th February, 1901. [10]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**THE DIVIDEND** declared for the Half-Year ending 31st December last at the rate of One Pound and Ten Shillings together with a Bonus of Ten Shillings Sterling per Share of \$125 is PAYABLE on and after Monday, the 19th day of February, current, at the office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
**T. JACKSON,**  
 Chief Manager.  
 Hongkong, 16th February, 1901. [534]

## NEW ADVERTISEMENT

**THE OSATA SHOSHEN KAISHA, LIMITED.**  
**FOR TAMSUI, SWATOW AND AMOY.**  
**THE Company's Steamship**  
**"MAIDZURU MARU"**  
 will be despatched for the above ports on SUNDAY, the 24th inst.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA, Agents.**  
 Hongkong, 18th February, 1901. [532]

## ENTERTAINMENT

**HARMSTON'S CIRCUS**  
 AND  
**ROYAL MENAGERIE.**  
**TO-NIGHT! TO-NIGHT!!**

**ENTHUSIASTIC PLAUDITS GREET OUR DARING RIDERS AND**  
**Our Magnificent Stud of Horses in the Realistic**  
**STEEPLE CHASE,**  
 Introducing the Entire Company.

**TO-NIGHT, AT 10 P.M.**

**FINAL TUG OF WAR.**  
 PRESENTATION OF PRIZES.

**MATINEE TO-DAY MATINEE**  
**AND EVERY DAY AT 3.30 P.M. DURING**  
**CHINESE HOLIDAYS.**

**FRIDAY EVENING, FEBRUARY 22ND,**  
**COMPLIMENTARY BENEFIT TO**  
**MRS. HARMSTON LOVE.**

**A HOST OF NOVELTIES.**

**GENTLEMAN RIDER'S NIGHT.**  
 A Handsome Trophy to the best Gentleman Rider over our Steeplechase Course on our horses to be drawn on the Evening it takes place. OPEN TO ALL GENTLEMAN AMATEURS. Gentlemen intending to compete will kindly notify by letter addressed to MANAGER, CIRCUS, CONNAUGHT HOUSE.

**Box Office Plan—ROBINSON PIANO Co.,**  
**Queen's Road.**

**POPULAR PRICES.**  
**SOLDIERS AND SAILORS OF ALL NATIONALITIES** admitted to CHAIRS and STALLS HALF-PRICE.

**ROBERT LOVE** ..... Manager.  
**Col. Chas. B. Hicks** ..... Representative.  
 Hongkong, 19th February, 1901. [538]

**THEATRE ROYAL.**

**BOXING.**

**TOURNAMENT.**

**Open to All Comers to decide the bona fide**  
**Championships.**

**Under the Management of Mr. C. T. ROBINSON.**

**28th FEBRUARY, 1st & 2nd MARCH.**

**PRIZES OVER \$2,000.**

**GIGANTIC**  
**ENTRIES.**

**FEATHER WEIGHTS (126 lbs.).**  
**R. W. F. v. D. Davis, E. Co.,**  
**Centurion.**

**T. Mathews, Band, R. W. F. v. C. A. Bowley,**  
**Taikoo Sugar Refinery.**

**J. Veir, H. M. Naval Yard, v. W. H. Oresay,**  
**Seige Train.**

**Reserves—Tim Bailey, H.M.S. Undaunted,**  
**and H. K. Remedios.**

**Lighter WEIGHTS (140 lbs.).**  
**T. Baddeley, Sapper, R.E. v. W. Thomas, B**  
**Co., R.W.F.**

**T. Phillips, H.M.S. Argonaut, v. J. Sandford,**  
**B. Co., R.W.F.**

**Geo. Smith, H.M.S. Centurion, v. W. Foster,**  
**R.M.L.I., H.M.S. Terrible.**

**T. Harvey, R.M.A. H.M.S. Tamar, v. J. Kin-**  
**sey, U.S.S. Bennington.**

**Reserves—W. Barrett, Sapper, R.E.; Pte**  
**B. Moore, A.O.C.; C. Morris, C. Co., R.W.F.,**  
**Sergt. Davis, R.W.F.**

**MIDDLE WEIGHTS (158 lbs.).**  
**Thos. Phillip, H.M.S. Argonaut, v. W. S.**  
**Bailey, Hongkong.**

**E. Mansford, H.M.S. Argonaut, v. J. Burns,**  
**U.S.S. Albany.**

**Sergt. Jones, R.W.F. v. E. C. Duffey, U.S.S.**  
**Brooklyn.**

**J. W. Newman, H.M.S. Terrible, v. Bob Berwick,**  
**Taikoo Sugar Refinery.**

**Reserve—Geo. Smith, H.M.S. Centurion.**

**HEAVY OR CANNON WEIGHTS.**  
**McMurray, 25th Co. S.D.E.A., v. Corpl**  
**Aldridge, 25th Co. S.D.E.A.**

**Jack German, Harleston's Circus, v. Bob**  
**Savidge, H.M.S. Goliath.**

**J. H. Tibbs, U.S.S. Brooklyn, v. W. S. Bailey,**  
**Hongkong.**

**PRIZES:—**  
**Stage Reserve Seats, \$10 (Season 3 Nights),**  
**or \$4 per Night.**

**Dress Circle, \$3 and \$2. Boxes (Reserve)**  
**Single Seats \$3 each. Pit \$1. Popular Prices.**  
**Box Plan at ROBINSON PIANO Co., Queen's**  
**Road Central.**

**The Management reserves the right of ad-**  
**mission.**  
 Hongkong, 16th February, 1901. [509]

**REQUIRED by a First Class Mercantile**  
**House in Hongkong, an Experienced**  
**Man of Business to act as COMPTROLLER.**  
**The Highest References required. No one need**  
**apply unless he is prepared to give substantial**  
**security in the sum of \$100,000. Apply in**  
**writing to**  
**MEAS. JOHNSON, STOKES & MASTER,**  
**19, Queen's Road Central.**  
 Hongkong, 16th February, 1901. [517]

## INTIMATIONS

**CHINESE NEW YEAR HOLIDAYS.**  
**THE Undermentioned Banks will be**  
**CLOSED for the transaction of Public**  
**Business TO-DAY (TUESDAY) and TO-**  
**MORROW (WEDNESDAY), the 19th and**  
**20th instant respectively.**

**For the CHARTERED BANK OF INDIA,**  
**AUSTRALIA AND CHINA.**  
**T. P. COCHRANE,**  
 Manager, Hongkong.

**For the HONGKONG & SHANGHAI BANKING**  
**CORPORATION.**  
**T. JACKSON,**  
 Chief Manager.

**For the NATIONAL BANK OF CHINA,**  
**LIMITED.**  
**GEO. W. F. PLATFAIR,**  
 Chief Manager.

**For the MERCHANT BANK OF INDIA,**  
**LIMITED.**  
**JOHN THURBURN,**  
 Manager, Hongkong.

**For the BANQUE DE L'INDO-CHINE,**  
**Hongkong Agency.**  
**L. BERRINDOAGUE,**  
 Acting Manager.

**For the BANK OF CHINA & JAPAN, LIMITED.**  
**J. C. BERGENDAHL,**  
 Manager.

**For the YOKOHAMA SPECIE BANK, LIMITED.**  
**TARO HODSUMI,**  
 Manager.

**For the IMPERIAL BANK OF CHINA.**  
**E. W. RUTTER,**  
 Manager.

**For the DEUTSCHE BANK.**  
**H. SCHOTTLAENDER,**  
 Acting Manager.

**Hongkong, 16th February, 1901. [514]**

**INSURANCE HOLIDAYS.**

**THE Undermentioned Insurance Offices**  
**will be CLOSED for the transaction of**  
**Public Business TO-DAY (TUESDAY) and**  
**TO-MORROW (WEDNESDAY), the 19th**  
**and 20th inst.**

**JARDINE, MATHESON & CO.,**  
 General Agents.

**CANTON INSURANCE OFFICE, LIMITED.**  
 and  
**General Managers,**  
**HONGKONG FIRE INSURANCE CO., LD.**  
**For the UNION INSURANCE SOCIETY OF**  
**CANTON, LIMITED.**  
**W. J. SAUNDERS,**  
 Secretary.

**For the NORTH CHINA INSURANCE CO.,**  
**LIMITED.**  
**W. H. PERCIVAL,**  
 Agent.

**For the CHINA TRADERS' INSURANCE**  
**Co., LIMITED.**  
**W. H. RAY,**  
 Secretary.

**For the YANGTSE INSURANCE ASSOCIA-**  
**TION, LIMITED.**  
**SHEWAN, TOMES & CO.,**  
 Agents.

**For the CHINA FIRE INSURANCE CO., LD.**  
**GEO. L. TOMLIN,**  
 Secretary.

**Hongkong, 16th February, 1901. [515]**

**SPECIAL NOTICE.**

**EXCURSION TO MACAO.**

**THE Proprietor begs respectfully to inform**  
**the Public that he will NOT be prepared**  
**to Supply Meals to any excursionists on the**  
**day of celebration of the GRAND FESTIVAL**  
**of the CROSS, to be held on SUNDAY, the**  
**24th instant.**

**BING-KEE'S HOTEL,**  
**Macao.**  
 Macao, 18th February, 1901. [523]

**LARGE GODOWN WANTED for**  
**STORAGE OF COAL.**  
 State situation, size, rent, to—  
**E. L.**  
 Care of Office of this Paper.  
 Hongkong, 14th February, 1901. [509]

**A EUROPEAN is willing to give her**  
**SERVICES in return for PASSAGE**  
**to ENGLAND in the Spring.**  
**E.**  
 Care of Daily Press Office.  
 Hongkong, 19th February, 1901. [497]

**WANTED.**

**EUROPEAN STOREKEEPER and**  
**CLERK. Must have good references.**  
 Apply stating age to—  
**"Z."**  
 Care of Daily Press Office.  
 Hongkong, 13th February, 1901. [501]

**BACHELOR Requires next month FUR-**  
**NISHED SITTING, BED and**  
**BATH ROOMS with Board, or would tiffin**  
**out.**  
 Address—  
**BACHELOR,**  
 Care of Daily Press Office.  
 Hongkong, 19th February, 1901. [491]

**THE TANJONG PAGAR DOCK COM-**  
**PANY, LIMITED, SINGAPORE.**

**WANTED—An ASSISTANT MANA-**  
**GER, Salary \$750 per month, with**  
**free Unfurnished House.**  
 Applications and Copies of Testimonials to be sent to the undersigned.  
 Appointment to be taken up as soon as possible.

**THOS. SCOTT,**  
 Chairman.

**WANTED—A CIVIL ENGINEER**  
 one who has had experience in build-  
 ing Wharves and Docks preferred.  
 Applications and Testimonials to be sent to  
**THOS. SCOTT,**  
 Chairman.

**SINGAPORE MUNICIPALITY.**

**THE MUNICIPAL COMMISSIONERS**  
**of SINGAPORE require the Services**  
**of a CLERK of WORKS on the projected**  
**extension of the Water Works into Kalang**  
**Valley.**  
 The Salary of the Post will be from \$175 to \$250 a month, with Unfurnished Quarters.  
 Applicants must be competent Surveyors and levellers, and preference will be given to those who have had experience in Tunnel Work.  
 Applications, which will be received up till 25th February, should state age, qualifications and previous experience; be accompanied by copies of not more than four testimonials and addressed to the undersigned, from whom or from Mr. S. TOMLINSON, Memb. Inst. C.E., Municipal Engineer, Singapore, further particulars may be obtained.  
 By Order.  
**J. POLGLASE,**  
 Municipal Secretary.  
 Esplanade, Singapore, 22nd January, 1901. [406]

## AUCTION

**PUBLIC AUCTION**  
**OF**  
**CHINESE PORCELAIN, BRONZES**  
**AND EMBROIDERIES.**

**THE Underigned will by Public Auction,**  
**on**  
**SATURDAY**  
**the 23rd February, 1901, at 2.30 P.M., at his**  
**Sales Rooms, Duddell Street,**  
**A FINE COLLECTION OF CHINESE**  
**PORCELAIN from MING to the later**  
**DYNASTIES.**  
**OLD BRONZES OF UNIQUE DESIGNS**  
**including TEMPLE ORNAMENTS.**  
**SILK EMBROIDERIES and WOOD**  
**CARVINGS.**  
 (Full particulars in Catalogue.)  
 On View from Friday, 22nd February.  
**TERMS.—As Customary.**  
**GEO. P. LAMBERT,**  
 Auctioneer.  
 Hongkong, 18th February, 1901. [525]

**GOVERNMENT NOTIFICATION.**  
 No. 86.

**THE following Particulars and Conditions of**  
**Sale of CROWN LAND by PUBLIC**  
**AUCTION, to be held at the Office of the**  
**Public Works Department, on MON-**  
**DAY, the 25th day of FEBRUARY, 1901,**  
**at 3 P.M., are published for general information.**  
 By Command.  
**J. H. STEWART LOCKHART,**  
 Colonial Secretary.

**Colonial Secretary's Office,**  
**Hongkong, 9th February, 1901. [526]**

**Particulars and Conditions of the Letting by**  
**Public Auction Sale, to be held on MON-**  
**DAY, the 25th day of FEBRUARY, 1901,**  
**at 3 P.M., at the Office of the Public**  
**Works Department, by Order of His Excel-**  
**lency the Governor, of One Lot of Crown**  
**Land at Fok Tsun Hoang, Kowloon, in the**  
**Colony of Hongkong, for a term of 75**  
**Years, with the option of renewal at a Crown**  
**Rent to be fixed by the Surveyor of His**  
**Majesty the King, for one further term**  
**of 75 Years.**

**PARTICULARS OF THE LOT.**

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
1	1,123	Fuk Tsun Hoang	40' 50' 80' 80'	4,000	32	300

**GOVERNMENT NOTIFICATION.**  
 No. 87.

**THE following Particulars and Conditions of**  
**Sale of CROWN LAND by PUBLIC**  
**AUCTION, to be held at the Office of the**  
**Public Works Department, on MON-**  
**DAY, the 25th day of FEBRUARY, 1901,**  
**at 3 P.M., are published for general information.**  
 By Command.  
**J. H. STEWART LOCKHART,**  
 Colonial Secretary.

**Colonial Secretary's Office,**  
**Hongkong, 9th February, 1901. [527]**

**Particulars and Conditions of the Letting by**  
**Public Auction Sale, to be held on MON-**  
**DAY, the 25th day of FEBRUARY, 1901,**  
**at 3 P.M., at the Office of the Public**  
**Works Department, by Order of His Excel-**  
**lency the Governor, of Five Lots of Crown**  
**Land at Hung Hom, Kowloon, in the**  
**Colony of Hongkong, for a term of 75**  
**Years, with the option of renewal at a Crown**  
**Rent to be fixed by the Surveyor of His**  
**Majesty the King, for one further**  
**term of 75 Years.**

**PARTICULARS OF THE LOTS.**

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
1	1,123	Fuk Tsun Hoang	40' 50' 80' 80'	4,000	32	300

**WANTED.**

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 whether in the line of Bookkeeping,  
 Revising of Accounts, Typewriting or General  
 Office work. Hours—5.30 to 8 o'clock.  
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 Care of Office of this Paper.  
 Hongkong, 6th February, 1901. [425]

**NOTICE.**

**TENDERS are hereby called for the**  
**ERECTION of BRICK SHOPS at**  
**JEBELTON for the NORTH BORNEO**  
**GRANITE WORKS, particulars of which may be**  
**seen at the Office of**  
**MEAS. GIBB, LIVINGSTON & CO.,**  
**Agents.**  
 Hongkong, 14th February, 1901. [508]

**DAVID CORSAIR & SON'S**  
**NAVY BOILED**  
**LONG FLAT**  
**RELIANCE CROWN**  
**TARPAULING**  
**ARNHOLD, KARBURG & CO.,**  
 Sole Agents.  
 [3190]

**NOTICES OF FIRMS**

**NOTICE.**

**WE have This Day Appointed MESSRS.**  
**WATTS, EDWARDS & CO. of**  
**Hongkong, our Sole Agents for that City,**  
**South China, and Manila.**  
**ONEILL, WARNEFORD & CO.**  
 London, 19th January, 1901. [278]

**NOTICE.**

**WE have This Day ESTABLISHED**  
 ourselves as Sole Agents in Hong-  
 kong, South China, and Manila for MESSRS.  
**ONEILL, WARNEFORD & CO.,** Manufac-  
 turers and Merchants, of London, Manchester,  
 Birmingham and Hamburg.  
**WATTS, EDWARDS & CO.**  
 Hongkong, 21st January, 1901. [273]

## BANKS.



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BUSINESS DIRECTORY.

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WILLIAM WHITLEY, Manager.

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HONGKONG  
BUSINESS DIRECTORY.

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Outfitters, Shirt Makers, Hatters, Hosiers,  
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\$225, \$340, \$375, & \$400.

## HAAKE, METZLER, WERNER.

WE personally searched Germany and  
England thoroughly and found  
nothing to come near these. They are all  
together

## UNEQUALLED IN THE COLONY.

Should be seen before buying.

Others by  
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if required.

Hongkong, 4th January, 1900. [496]

## TACK CHONG LOONG,

## NAVY &amp; MILITARY TAILOR,

## DRAPEE AND OUTFITTER.

Garments made by hand; guaranteed  
perfect fit. Hats, Shirts, Socks, Silk  
Hosiery, Boots, Shoes, &c. for Sale.  
New and Fashionable Goods. Prices very  
moderate.

No. 65, QUEEN'S ROAD CENTRAL.

Hongkong, 18th October, 1900. [2682]

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the  
POSITION OF SUPERINTENDENT  
SURVEYOR. Applications and Copies of  
Testimonials to be sent to the undersigned  
from whom terms may be learnt. Appointment  
to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 28th January, 1901. [359]

## HOTEL

## "BOA VISTA" HOTEL,

## MACAO.

THE ONLY FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.

MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HONGKONG" in 8 hours, leaving  
Hongkong at 2 p.m., and Macao at 8 a.m.

Connection made by Company's Steamer to  
and from Canton.

Tourists should not miss the chance of  
visiting this famous old City.

For Terms, apply

MANAGER.

Telegraphic Address, "Boavista." [2549]

[ALL RIGHTS RESERVED.]  
SUPPOSED TO HAVE FOUN-  
DERED AT SEA.BY  
LUCY HARDY.

"Such a child to be married!" cried all the  
village gossips, when they heard that the hand-  
some young sailor who had been paying a fare-  
well visit to his uncle, the Rector of Clovermead,  
was intending to carry off the fairest flower of  
the local "garden of girls" as his bride. Yes,  
seventeen years young to assume the cares of  
wedlock, and Aunt Margaret long resisted the  
pleadings of the lovers, and wished for delay.  
But Harry Ainslie would take no denial; not  
even although he would be obliged to leave his  
young wife, a month after their wedding, to sail  
upon the expedition to which he had pledged him-  
self before the sudden death of a distant relative  
had placed him in such comfortable pecuniary  
circumstances to make him quite independent  
of his profession. Lieutenant Ainslie had now  
decided to quit the Navy as soon as he had re-  
turned from this last expedition, from which,  
however, he could not honourably retire at the  
last moment. It was a voyage of scientific ex-  
ploration, among some of the Pacific Islands,  
with whose geographical position Ainslie was  
particularly well acquainted; he had placed his  
professional experience at the service of the or-  
ganisers of this expedition, all their arrange-  
ments were completed, and he could not abruptly  
break faith with them until you return," cried  
Aunt Margaret in her capacity of guardian to the  
orphan girl whose affections the young  
sailor had won; but, as Harry pointed out, in a  
private interview with the old lady, he earnestly  
wished to feel that—should any outward accident  
occur on this "last cruise,"—he had at least  
left his darling Minnie secured against poverty.

"It is better that I should leave her all I pos-  
sess when she is my wife, instead of merely my  
beloved," urged the lover, and Miss Leslie  
could not agree.

Marianne herself had nothing—Miss Leslie's  
little anxiety died with her—so there was  
some reason in Harry's argument; though the  
old lady, who, in other words, the ancient  
pagan cry of "Absit Omen," as Harry spoke of  
the possibility of his non-return.

As Miss Leslie was wont to say in the later  
years, it almost seemed as if the young man's  
precaution had been prophetic. The quiet  
bridal took place, and Harry and Marian were  
linked together for well and we; then came  
a few weeks' happy togetherness, the installa-  
tion of the young wife in a pretty house, not far  
from her old abode, where she and her aunt  
were to pass the year of her husband's absence,  
then followed an agonised parting, and then—  
"it was silence."

The ill-fated *Calliope* sailed away to the  
Western seas and was heard of no more. It is  
needless to dwell upon the sad tale of the  
months and years that followed; the doubts,  
the suspense, the vain hopes, the catching at  
rumours, and, at last, as the long years passed  
by, the sad certainty that the first cruel report  
of the missing vessel "supposed to have found-  
ered at sea with all hands on board," was but too  
true a tale.

"Returned missing," with its harassing doubt  
and uncertainty, in many respects, a crueler  
pain than that which actual knowledge that one  
loved one is taken away from earth. For how  
many years did Marian (Minnie, as her house-  
hold name ran) listen for a familiar footfall on  
the threshold, watch anxiously for the village  
postman, eagerly scan the newspapers for any  
chance account of

"Some strange returning  
Of one whom all thought dead."  
But five, ten, fifteen, eighteen years passed away  
without one word, token from the mis-  
sing one; and even Minnie had been forced to  
outwardly abandon hope, to assume a widow's  
dress, to take legal possession of her husband's  
property in the interests of the baby who had  
come to bless and comfort her in her desolation  
and sorrow, "the child whose face its father  
never saw," as the young mother often said  
with tears.

It was a long time before Minnie would con-  
sent to own herself a widow; and even when, in  
reference to the wishes of relatives, she agreed to  
submit to the outward marks of doing, in her  
own heart the girl cherished some wild  
vague hope.

"We shall never meet our lad again until  
the sea gives up its dead," said the old Rector  
kindly, but firmly, for he believed it would be  
better for the young widow to "accept the fact  
of her bereavement," and Minnie was silent,  
but in her heart she thought of the poet's story  
of "Enoch Arden," a tale which had had its  
many counterparts in real life. "If my hus-  
band comes back after forty years he shall at  
least find me faithful, and waiting for him,"  
thought the girl with a shuddered sob.

More than once in the later years had Min-  
nie received an offer to change her condition,  
offers which even the Rector, very aged and  
broken now, had gently blamed her for refusing.

"Child, it is over sixteen years now since our  
poor boy—and all the crew—sailed away, and  
not one word or line has ever come from any-  
one on board the *Calliope*. There is no possible  
doubt that the vessel foundered in mid-ocean in  
that terrible gale. You are a young woman  
still and have life before you; if you could  
make this honest young fellow happy—"

"I am waiting for Harry," said Minnie, with  
a bright flush on her cheek.

"My darling, he will never come again to us  
in this world."

"Then I will wait to go to him," said Minnie  
firmly, and the old man said no more; although  
as he and Miss Leslie sometimes remarked to  
each other, it would have been a comfort to both  
of them to have seen their darling safe in some  
good man's care before their call came.

But Minnie was constant in the love of her  
youth, to the husband of one brief sweet month's  
time, and the care and education of her little  
daughter filled up much of the blank in her heart.

Marian the younger was a sweet and lovable  
child, unsuspected by all the desolation in her heart  
by her mother, and great aunt, and great-  
uncle, and the little one grew into girlhood,  
she and her young mother (but eighteen years  
distance of age between the pair), became most  
complete and perfect companions as to greatly  
soften Minnie's sense of increased loneliness, as  
first the old Rector, and then Miss Leslie, were  
left to rest under the lime trees in the churchyard.

The young widow and her child lived on still  
in the house which Harry had left up for his  
bride, and a peaceful round of charitable works  
and innocent occupations and interests filled up  
the quiet day; until Minnie experienced the  
shock which comes to all parents when they  
suddenly realise that their "children"—still so  
youthful in the eyes of their fathers and mothers  
—are grown to man and womanhood, and  
it their turn, are wooing and being wooed.

When the new Rector of the parish, a most  
worthy and estimable man, first told Mrs. Ains-  
lie of his hope and desire that Marian ("little  
Marian," as her mother still called her) might  
become the mistress of his home, as she was  
already of his heart, Minnie almost echoed the  
gossips' cry regarding her own early widowhood;  
and Mr. Herbert half smilingly reminded the  
mother that her daughter—if she married him  
at once—would be an older bride than she her-  
self had been.

Again, in the second generation, the lovers'  
pleading overbore the hesitation of the elders.  
The Rector was all that was good and estimable.  
He had been a familiar visitor in the Ainslie  
household ever since his induction into the parish  
some four years previously, and if his own years  
(some thirty-two in number) were rather in ad-  
vance of his bride's, seventeen (or "nearly  
eighteen now," as Marian said) it was a fault  
upon the right side, "and another reason against  
delay," as Mr. Herbert urged. Marian's father  
had been but twenty-four when he had wedded  
a yet more girlish bride.

"And you will not lose your daughter; she  
will be close by you still," pleaded the prospe-  
ctive bridegroom; so Minnie yielded.

The wedding was to be a village festival.  
The Rector had become very popular with all  
classes of his flock. Mrs. Ainslie was greatly  
loved by all who knew her, so the villagers  
rushed themselves to do honour to both bride and  
bridegroom. A flower-wreathed arch spanned  
the entrance of the village street, schoolchildren,  
clad in their best, lined the churchyard path  
along which the wedding pair must pass, each  
child armed with a basket of flowers to scatter  
before the feet of the bride, "and mind, chil-  
dren, you are to scatter them before her, not to  
pelt her with them," were the schoolmistress's  
wise instructions—counsels too often forgotten  
by enthusiastic rice-scuttlers at many a fashio-  
nable wedding, when the luckless bride and bride-  
groom are treated with stinging showers of the  
grain aimed directly at their persons, often at  
their faces.

The sun was bright, the day warm, the joy  
bells ringing merrily, "everything appropriate  
for a wedding," as the schoolmistress remark-  
ed. Every inhabitant who could do so had  
flocked to the church to behold the interesting  
ceremony; and the village street looked lonely  
and deserted, as a stranger walked up, and  
glanced about him, as if desirous of making  
some enquiry.

On a heap of stones at a corner of the road  
sat old Roger, as he was popularly called, one  
of the most respectable inhabitants of the village,  
very deaf, partially blind, and therefore prob-  
ably less affected by the general excitement  
than were the rest of his neighbours. The  
grand-daughter, with whom the old man  
resided, had gone off to the church with all her  
children, but old Roger found the walk uphill  
rather a long one, and had wisely deposited  
himself comfortably upon this convenient stone  
heap to wait the return of the nightstewers.

"I be sure to hear all the news from Polly,"  
she has a long tongue, like all the women,"  
philosophically reflected the old man.

"You have got things to do here to-day, friend,"  
remarked the old man, as he came up.  
"Aye, to be sure; it's the parson's wedding  
day, and Madam Ainslie, she's put off her  
mourning at last."

A sudden spasm passed across the bronzed  
countenance of the stranger.

"Madam Ainslie—do you mean the lady who  
lives at the Knoll?"

"Aye," responded Roger, "I do, and a good  
kind lady she is, as us poor folks know well."  
"Was mostly to see her I was going to the  
wedding. Parson's well enough, but I've know-  
ed Madam the longest."

And she—Marian Ainslie—is going to be  
married to-day, you say?" asked the stranger  
eagerly.

Roger nodded.

"Marian Ainslie—that be the bride's name  
right enough. It's been cried out in church  
these last three Sundays—"

The stranger, a tall, thin-looking man, absolute-  
ly staggered for a moment, as if he had received  
a blow; then sat down by Roger's side.

"What else could I have expected," he mur-  
mured, "I was a fool to come here, and a  
strange kind of disservice seemed to overpower  
him."

Old Roger, half blind, and wholly self-en-  
gaged, did not note the companion's agitation.

"The boy be fine doings in the village to-day,"  
murmured the old man, "a tea to all the  
children and a dinner to the older folk. I be  
too old to go to thicke feasts, so Madam she  
said she'd send me a nice bit of the prog at  
home. The wedding's going on now," and Roger,  
remembering the meal that was to follow it,  
awoke to a great vivacity, "man and wife the  
friend of parson's, who come over to do the job,  
is makin' of 'em now—why, sir, you do look  
bad," as the stranger's ghastly face attracted  
even Roger's attention, "he you took ill?"

"No, I only hurried a little too much in this  
hot sun," said the stranger, suddenly rising to  
his feet with swift resolution.

Harry, for the newcomer was no other than  
the longest sailor, had now overcome his mo-  
mentary weakness. For a moment he was  
which he had for some while past so dreaded,  
and yet almost expected to hear, had completely  
unhinged him; but now he remembered that he  
had a duty to perform.

"My darling, I have injured you enough al-  
ready," he murmured passionately. "Heaven  
knows, I wish I had never lived to return at all,  
as matter stands, but I know you are pure  
and true, and I cannot let you wrong yourself  
and an innocent man, by taking this step in igno-  
rance."

(To be continued.)

## WANTED by end of the year a 5-7

## ROOMED HOUSE, if possible with

## Small Garden, Ground, and on several years

## Lease. Kowloon no objection.

## Apply to—

## "GARDEN."

## Care of Office of this Paper.

## Hongkong, 16th February, 1901. [519]

## OREGON LUMBER.

## THE Undersigned, being closely connected

## with the leading MILLS at PORT-

## LAND and PUGET SOUND, are always pre-

## pared to book orders for any specifications at

## LOWEST RATES.

## SIEMSEN &amp; CO.

## Hongkong, 14th February, 1901. [507]

## C. E. WARREN,

## BUILDING CONTRACTOR,

## No. 23, ARDEN STREET.

## SANITARY APPLIANCES (UPPLIED

## AND FIXED. DRAINS, TRAPS,

## WASTE PIPES, &amp;c., CLEANED and

## REPAIRED.

## Sanitary Board Notices receive prompt at-

## tention.

**Lanoline**  
Natural Toilet Preparations.  
Toilet "Lanoline" in collapsible tubes,  
Mulle rough skin smooth, and protects delicate  
complexions from wind and sun.  
"Lanoline" Toilet Soap  
Never irritates; cleanses and keeps the skin supple.  
Wholesale Depot: 47, HOBSON STREET, LONDON.  
Y1671

## NOW READY.

## THE

## CHRONICLE AND DIRECTORY

## FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

## FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-

lands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each census it can be made, but each Colony

Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which

will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with

the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed

with facts concisely set out, and containing statistics of the TRADE of each Country and

Port, would alone suffice to fill a large



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 21st inst. at 10 A.M.
LONDON	ALCIBIOUS	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON, &c., via Ports of Call.	PARRAMATTA	Brit. str.	—	C. T. Denby, R.N.R.	P. & O. S. N. Co.	On 2nd Mar. at Noon.
LONDON	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LONDON	DEUCALION	Brit. str.	—	—	MELCHERS & CO.	On 19th Mar.
BREMEN, via Ports of Call.	SACHSEN	Ger. str.	—	E. Oesselmann	NIPPON YUSEN KAISHA	On 2nd inst. at Noon.
MAISELLES, LONDON & ANTWERP, S. POLE, &c.	SADQ MARU	Jap. str.	—	W. Thompson	MELCHERS & CO.	On 22nd inst. at 4 P.M.
MAISELLES, &c., via Ports of Call.	ERIDAN	Fr. str.	—	Ode	MELCHERS & CO.	On 25th inst. at 1 P.M.
MAISELLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	—	Berg	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Blücher	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 25th Mar.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 5th Apr.
NEW YORK via Ports & Suez Canal	FOELIXA	Brit. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 15th Apr.
NEW YORK via Suez Canal	ALFREDA	Brit. str.	—	Petersen	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CARLOWITZ & CO.	On or about 9th Mar.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 13th Mar.
PORTLAND, OREGON, &c., via JAPAN, &c.	EVA	Brit. str.	—	Petersen	DOVER & CO., LIMITED	On 1st Mar.
SAN FRANCISCO via AMOY, &c.	GAELE	Brit. str.	—	—	DOVER & CO., LIMITED	On or about 10th Mar.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	ARNOLD, KAMBERG & CO.	On 2nd Mar. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Amr. str.	—	—	O. & O. S. S. Co.	On 12th Mar. at Noon.
SAN DIEGO, &c., via MOJI, &c.	STRATHMORE	Brit. str.	—	—	TOYO KISEN KAISHA	On or about 20th Mar.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	C. W. Haswell	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
KOBE & YOKOHAMA	CHINA	Brit. str.	—	R. Mayer	SANDER, WIELER & CO.	On 22nd inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	N. Tai	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	HUNAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KWANGSI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
SHANGHAI	ANNAM	Fr. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst. at Noon.
SHANGHAI & JAPAN	LOONGMOON	Ger. str.	—	Poydenot	MELCHERS & CO.	On or about 24th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BOMBAY	Brit. str.	—	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
SWATOW, AMOY & TAIWANFOO	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On or about 3rd Mar.
SWATOW, AMOY & FOOCHOW	BAVERN	Ger. str.	—	H. Bloker	MELCHERS & CO.	Quick despatch.
SWATOW	AKASHI MARU	Jap. str.	—	K. Sudo	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	HAITAN	Brit. str.	—	Roach	DOUGLAS LAFRAIK & CO.	On 22nd inst. at Daylight.
TAMSWI via SWATOW & AMOY	THALES	Brit. str.	—	Robson	DOUGLAS LAFRAIK & CO.	On 24th inst. at Daylight.
MANILA	CHANGSHA	Brit. str.	—	Hodgins	MITSUBI BUSSAN KAISHA	On 24th inst.
MANILA	GUENTHER	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
MANILA	LOONGMOON	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst. at 10 A.M.
MANILA	SUNSHINE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	PERLA	Brit. str.	—	—	SHREWM, TOMES & CO.	On 22nd inst.
MANILA	KASUGA MARU	Jap. str.	—	R. W. Almond	NIPPON YUSEN KAISHA	On 23rd inst. at 5 P.M.
				E. W. Haswell		On 23rd inst. at 4 P.M.

## SHIPPING.

**ARRIVALS.**  
Feb. 18, PERLA, British steamer, 1,274 R. W. Almond, Manila 15th Feb. General.—SHEWAN, TOMES & CO.  
Feb. 18, WONGTAT, German str., 1,115, Muller, Bangkok 14th Feb. Rice.—MELCHERS & CO.  
Feb. 18, LYEMOON, German str., 1,238, Heuermann, Shanghai 15th Feb. General.—EAST ASIATIC TRADING CO.  
Feb. 18, CHANGSHA, British str., 1,430, T. Moore, Kobe 11th Feb. General.—BUTTERFIELD & SWIRE.  
Feb. 18, HIKOSAN MARU, Jap. str., 2,302, P. Halstrom, Moji 11th Feb. Coal.—MITSUBI BUSSAN KAISHA.  
Feb. 18, LOONGMOON, British str., 1,092, G. S. Weigall, Manila 15th Feb.—JARDINE, MATHESON & CO.  
Feb. 18, CLARA, German str., 675, Hansen, Harbin and Hiohwa 17th Feb. General.—JENSEN & CO.  
Feb. 18, FORBOSA, British steamer, 674 A. E. Hodgins, Tamsui 10th Feb. and Amoy 17th, General.—DOUGLAS LAFRAIK & CO.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
18th FEBRUARY.  
Lokeung, British str., for Shanghai.  
Progress, German str., for Tientsin.  
Diamond, British str., for Manila.  
P. C. C. Kao, British str., for Bangkok.  
Eise, German str., for Yokohama.  
Changsha, British str., for Sydney.

## DEPARTURES.

Feb. 17, GLAUCUS, British str., for Liverpool.  
Feb. 17, LOOSER, German str., for Bangkok.  
Feb. 17, TAMBA MARU, Jap. str., for Nagasaki.  
Feb. 17, COVRIE, British str., for Yokohama.  
Feb. 18, BENGAL, British str., for Shanghai.

## VESSELS IN DOCK.

ABERDEEN DOCK.—S.M.S. Hansa, U.S.S. Isla de Luzon, Nanyang, U.S.S. Beaufort, Huz, Avulca, Huz, H.M.S. Goliath, Zaire, COMMODORE DOCK.—Hankow.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
Adolph Obrio, American ship, Amesbury.—Standard Oil Co.  
Mozambique, British ship, Robt. Clerne.—Standard Oil Co.

## VESSELS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship  
"AKASHI MARU,"  
Captain K. Sudo, will be despatched for the above ports on FRIDAY, the 20th February, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA, Agents.  
Hongkong, 16th February, 1901. [18]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGMOON,"  
Captain Weigall, will be despatched as above on FRIDAY, the 22nd inst. at 4 P.M.  
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 16th February, 1901. [52]

FOR SHANGHAI.  
THE Steamship  
"LOONGMOON,"  
Captain Knop, will be despatched for the above port on FRIDAY, the 22nd inst.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
EAST ASIATIC TRADING CO., Ltd., Agents.  
Hongkong, 15th February, 1901. [20]

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Steamship

## "KASUGA MARU."

3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on SATURDAY, the 23rd inst. at 4 P.M.

This Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried. Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 19th February, 1901. [56]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

## THE Company's Steamship

## "CHINA."

Captain R. Mayer, will leave for the above places on FRIDAY, the 22nd inst. at 4 P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 12th January, 1901. [6]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES

## MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

GAELE (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.  
Cortic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

## THE Company's Steamship "GAELE"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 23rd February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 30th January, 1901. [4]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA

## IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Panten	March 8
DUK OF FIFE	3,821	J. S. Cox	March 15
GLENOCLE	3,750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.  
Excellent accommodation. First class Table. Doctor and STEWARDESS carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park en route.

HONGKONG to VICTORIA AND TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.  
Rates of Passage to other Ports on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 5th February, 1901. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	{ SHANGHAI A. F. Street	{ 10 A.M. 21st Feb.	{ Freight or Passage.
SHANGHAI AND JAPAN	{ G.M. Montford, R.N.R.	{ About 23th Feb.	{ Freight or Passage.
PAN	{ BOMBAY	{ Noon, 2nd Mar.	{ See Special Advertisement.
LONDON, &c.	{ PARRAMATTA	{ Noon, 2nd Mar.	{ See Special Advertisement.
SHANGHAI	{ PLASSY C. F. Preston, R.N.R.	{ About 3rd March	{ Freight or Passage.

## PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT  
s.s. SORRAON ... 7,382 tons April 27th } Without Transshipment.

For Further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent  
Hongkong, 10th February, 1901. [1]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	{ HAVRE, BREMEN & HAMBURG (London with transshipment Hamburg)	{ On 5th March } Freight.
MARBURG	{ HAVRE & HAMBURG (London with transshipment Hamburg)	{ About 15th March } Freight.
SIBIRIA	{ HAVRE & HAMBURG (London with transshipment Hamburg)	{ About 25th March } Freight and Passage.
BAMBERG	{ HAVRE & HAMBURG (London with transshipment Hamburg)	{ About 5th April } Freight.
SARNIA	{ HAVRE & HAMBURG (London with transshipment Hamburg)	{ About 15th April } Freight and Passage.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO., Agents.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 12th February, 1901. [8]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION)

EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar., 1901

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS on a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, (Good for 4, 6, 9, and 12 months).

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having retained the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th February, 1901. [10]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADQ MARU	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	{ FRIDAY, 22nd Feb., at 4 P.M.
ROSETTA MARU	{ NAGASAKI, KOBE and YOKO- HAMA	{ FRIDAY, 22nd Feb., at Noon
KASUGA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ SATURDAY, 23rd Feb., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.

Hongkong, 19th February, 1901. [13]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* SACHSEN	WEDNESDAY 22nd February
* KLAUSCHOU (Norddeutscher Lloyd)	WEDNESDAY 26th March
* BAYERN	WEDNESDAY 26th March
* STUTTGART	WEDNESDAY 26th March
* KÖNIG ALBERT	WEDNESDAY 17th April
* PRINZESS IRNE	WEDNESDAY 1st May
* PRINZ HEINRICH	WEDNESDAY 15th May
* PREUSSEN	WEDNESDAY 29th May
* HAMBURG (Hamburg-Amerika Linie)	THURSDAY 19th June
* SACHSEN	THURSDAY 27th June
* KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July

ON WEDNESDAY, the 20th day of February, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain E. Oesselmann, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 19th February, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than 82.5 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses.

Linon can be washed on board.

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO., AGENTS.

Hongkong, 7th February, 1901. [1



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINOUS"	Palford	On 23rd Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LONDON	"DEUCALION"		On 19th Mar.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 13th February, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	CHANGSHA	On 21st Feb., at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 21st Feb., at Noon.
SHANGHAI	HUNAN	On 21st Feb., at Noon.
SHANGHAI	KWANGSI	On 22nd Feb., at Noon.
MANILA	SUNGKIANG	On 22nd Feb.
KOBE and YOKOHAMA	CHINGTU	On 25th Feb.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 14th February, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at DAYLIGHT.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Mar. 28, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, April 23, 1901, at NOON.

## THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 2nd March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 8th February, 1901.

## THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS. THE Company's Steamship

"ANNAM" Captain Berg, will be despatched as above about the end of March, A.C.

This Steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation and ships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to MELBURN & CO., Agents.

Hongkong, 9th February, 1901.

## VESSELS ON THE BERTH.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 25th February, 1901, at 1 P.M., the Company's Steamship "ERIDAN," Captain Ode, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sydney for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. Armand Behic, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th February, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Company's Steamship

"PARRAMATTA," Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 2nd March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipping.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 13th February, 1901.

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

## THE Steamship

"EVA," 2,088 tons, Capt. Peterson, will be despatched on or about the 10th March, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required. Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 5th February, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" ... On or about 20th March

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 20th March.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 11th February, 1901.

## AMERICAN SYSTEM OF DENTISTRY

AT NO. 33, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NORRIS).

Hongkong, 14th September, 1899.

## NOTICES TO CONSIGNEES

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "CHELYDRA,"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th February, 1901.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. Oceana & Arcadia. From Calcutta, ex s.s. Dornia. From Persian Gulf, ex s.s. Simla, King Arthur and Asyria. From Alleppey, ex s.s. Nizem and Nasari. Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent. Hongkong, 13th February, 1901.

## STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or s.s. Ortel, and Bordeaux ex s.s. Ville de Reunis, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-MORROW (THURSDAY), the 14th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 21st instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before THURSDAY, the 21st inst., or they will not be recognised. All damaged packages will be examined on THURSDAY, the 21st inst., at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 13th February, 1901.

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship "TAMBA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optical goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA. Hongkong, 15th February, 1901.

## NAVIGAZIONE GENERALE ITALIANA (FLORENCE &amp; RUBATING UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship

"BOEMIDA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent. Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 13th February, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM PACIFIC VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LD., Agents. Hongkong, 15th February, 1901.

## AMERICAN MACHINERY.

## WE HAVE OPENED A MACHINERY DEPARTMENT.

and are prepared to furnish Pumps, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILER PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c.

Made in America (U.S.A.). Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong, 3rd December, 1900.

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & CO., Hongkong, 31st August, 1897.

## WING CHEONG.

Dealers in JEWELLERY, PAIRLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS. We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, DAGUILLAR STREET. Behind Hongkong Dispensary. Hongkong, 5th April, 1900.

## CARMICHAEL &amp; BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draft vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second-hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW. Hongkong, 1st June, 1899.

## BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

## POHOMULL BROTHERS,

57 & 59, QUEEN'S ROAD CENTRAL. WHOLESALE AND RETAIL IMPORTERS and EXPORTERS. Have for Sale, INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED. Hongkong, 8th November, 1900.

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUN STREET, EAST. Hongkong, 25th July, 1900.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1900.

R. J. REMEDIOS. FOREIGN AND COLONIAL STAMP DEALER. No. 37, CADE ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent Discount Allowed. [3020]

YEE SANG & CO. COAL MERCHANTS. Has always on hand LARGE STOCKS EVERY DESCRIPTION OF COAL. Address—Care of Messrs. KWONG SANG & Co. No. 144, DES VUEX ROAD. [22]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK." NAGASAKI. A.I., A.B.C., Scots and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1819]

APIOL & STEEL PILLS. A Remedy for all Irregularities. Superseding Bitter Apple, Purgative, &c. Sold by A. S. WATSON & CO., LTD., HONGKONG. Proprietor: MARTIN, Chemist, SOUTHAMPTON, ENGLAND. 3130]

**CALVERT'S**

**20% CARBOLIC SOAP**

Cures and prevents Insect and Mosquito bites.

The strongest Carbolic Toilet Soap.

Sold by all Chemists, Stores, &c.

**F. C. CALVERT & Co., Manchester, England.**

**UNTOUCHED BY HAND.**

**MELLIN'S FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**PUT LOG CABIN IN YOUR PIPE & Smoke it.**

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2663-2]

**FOR SALE.**

**SAFES**

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION. CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD. For PARTICULARS, APPLY TO—HOTZ, SJACOB & CO. [1663]



